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DIRECTORATE OF
INTELLIGENCE

Imagery Analysis Service Notes

2 July 1971

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This publication highlights significant or timely intelligence items derived from photography.

The interpretations in this publication represent preliminary views which are subject to modification in the light of further information and more complete analysis.

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IMAGERY ANALYSIS SERVICE NOTES NO. 16/71

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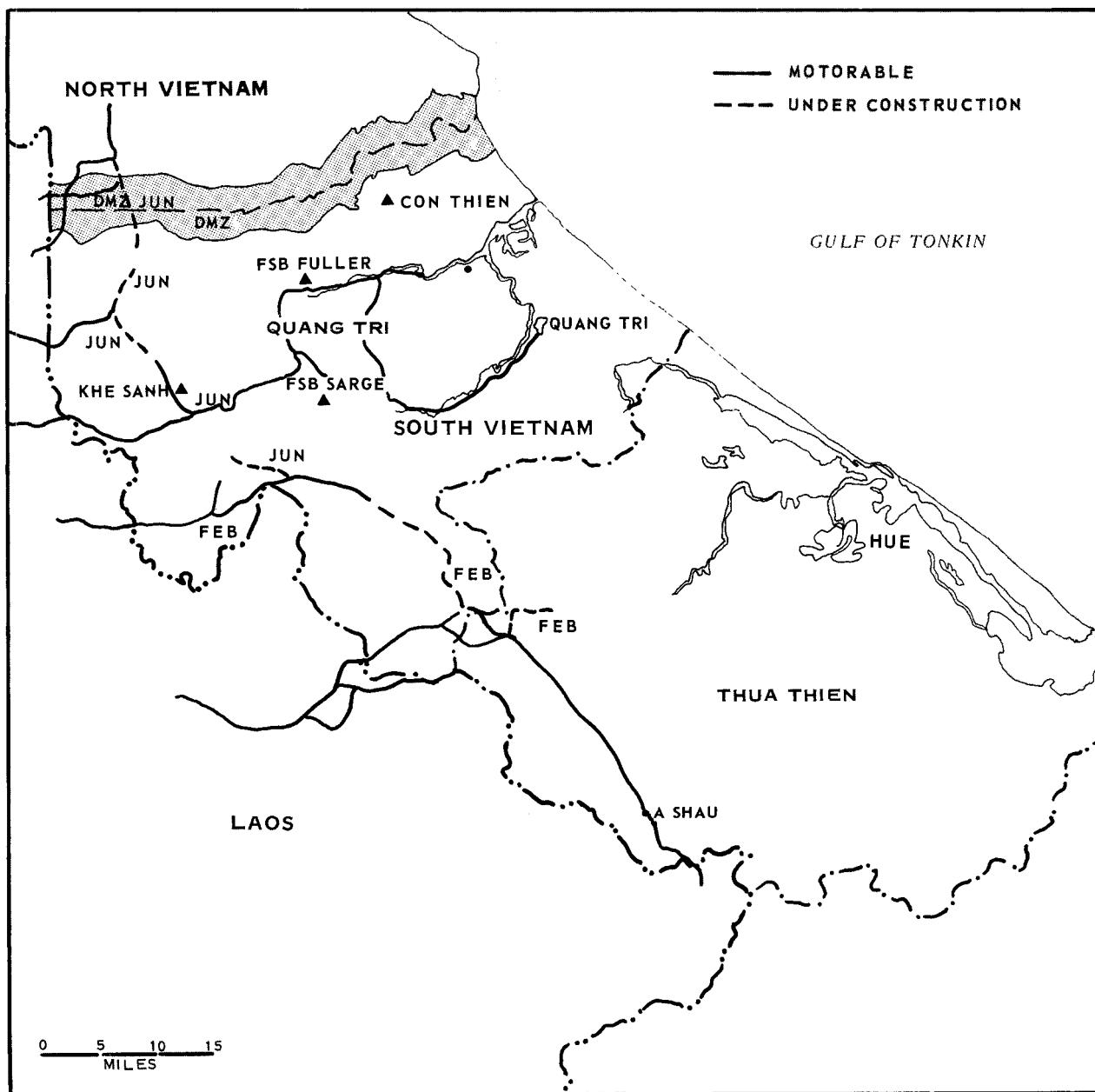


FIGURE 1. STATUS OF COMMUNIST ROAD CONSTRUCTION IN NORTHERN SOUTH VIETNAM,

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VIETNAM

New Communist Motorable Road May Extend into A Shau Valley

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Photography from [] shows evidence that the new North Vietnamese motorable road through the DMZ into South Vietnam may extend as far south as the A Shau Valley. The latest Giant Scale photography reveals an 8.2 nm segment of road construction north of Khe Sanh which may be related to various southern segments visible in earlier photography. If completed, this route would span a distance of some 66 nm and would bypass the entire Ho Chi Minh road network in Laos. As of late [] confirmed or probable road construction has been identified on all but two short segments of the route. (See Figure 1.)

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NORTH VIETNAM

Second Blast Furnace Restored at Thai Nguyen Combine

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Giant Scale photography of [] shows that the second of three blast furnaces at the bomb-damaged Thai Nguyen Iron and Steel Combine has been rebuilt and is operating. The first blast furnace was back in operation by [] (see IAS Notes of 19 June 1970). The Thai Nguyen combine is North Vietnam's only installation of this kind.

Other repair work noted during the past year includes complete or partial reconstruction of the ore trestle building, the ore preparation building, a large fabrication building, and four warehouses in the support area. There is evidence that work is under way to put the third blast furnace back into operation. The open-hearth furnaces for steel production do not appear to be operational yet.

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EGYPT

Low-Altitude Early Warning Radar Network Expanded and Moved Closer to Suez Canal

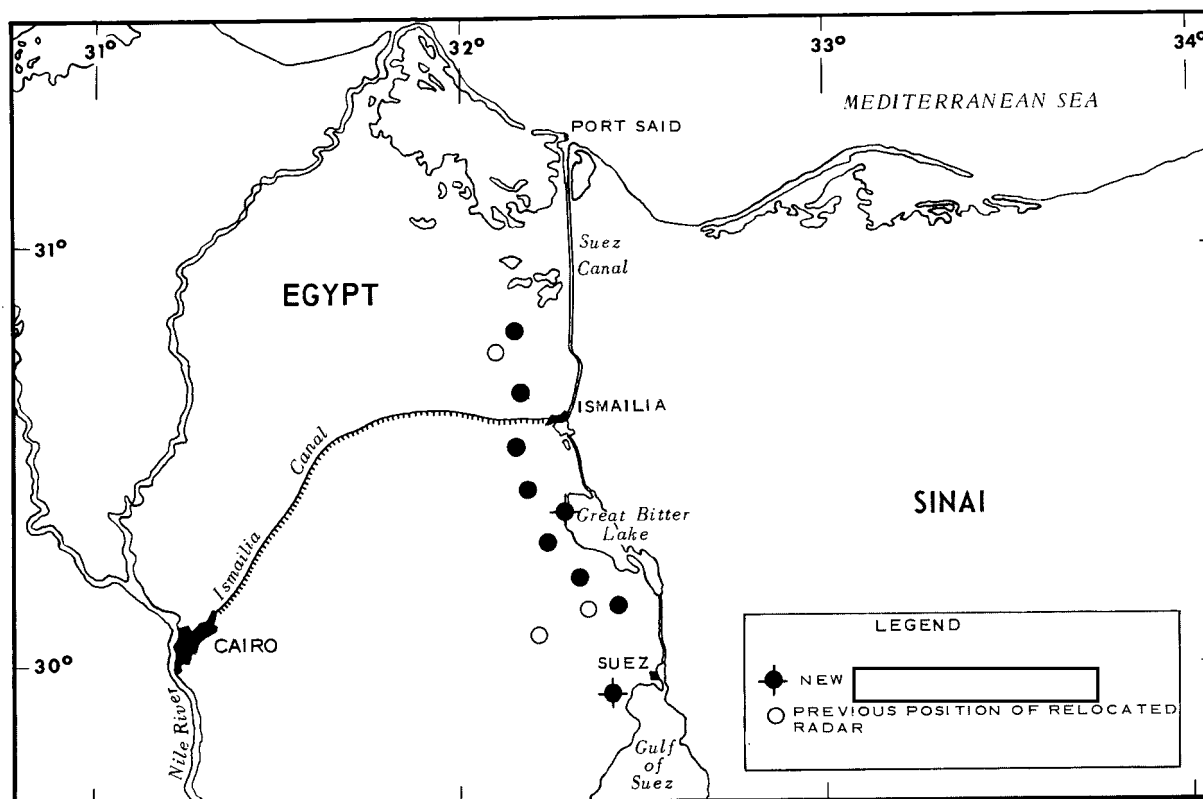
The low-altitude early warning radar network along the Egyptian side of the Suez Canal has been expanded from seven to at least nine mast-mounted Squat Eye radars. Photography [] reveals that two radars have been added to the network and that three radars have been moved closer to the canal since [] (see Figure 4).

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The two new radars are located independent of any other facility. The other seven are near occupied SAM sites, but do not appear to be directly connected to them. No communications antennas have been identified with the radars.

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FIGURE 4. LOCATIONS OF SQUAT EYE RADARS ALONG SUEZ CANAL, []

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